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THE MARINE RECORD.

DEVOTED TO COMMERCE, ENGINEERING AND SCIENCE.

VOL. VIII. NO. 32. CLEVELAND. O., AUGUST 12. 1886. $2.00 PER ANNUM SINGLE COPIES 5 CENTS

AROUND THE LAKES.

CLEVELAND.

Captain A. Esseltyne, of Detroit, is in the city on business.

The steambarge Sakie Shepard, owned by Captain M. W. Humphrey, has been sold. Price not stated.

The propeller J. H. Outhwaite arrived in port on Saturday with 1657 tons of ore, her first round trip. She shows capacity for 1700 tons.

The yacht Sea Gull, Captain Cook, capsized off Coit's yesterday while trying speed with other local yachts. She was towed into port by tug Florence.

At Globe drydock the schooner David Dows had a leak stopped, and the Thomas Gawn had her bottom recalked. The tug Niagara will go in to day for some slight repairs.

Advices received at Palmer & Benham's office this morning state that the schooner Penokee, grain laden for Midland, Ont., struck a reef in Georgian Bay and is leaking badly.

The first load of plate arrived Monday at the Globe shipyard for the new iron boat, and the work of laying her down is finished. She will carry no sails, but will have spars for hoisting purposes.

The tug George N. Brady, which is getting a $3,500 rebuild, will be ready for business about the middle of August or first of September, although she may not be fitted out until the fall gales set in.

Messrs. Quayle's Sons have laid the keel for a single deck schooner 210 feet keel, 37 feet beam and 16 feet depth for the Wilson Transit line. She will be completed, ready for launch, by the 1st of November.

The propeller Rhoda Emily was inspected here Wednesday. Inspectors McGrath and DeWolf are now in Toledo for the purpose of inspecting the excursion boat Evening Star, of Detroit, which comes into this district to run excursions out of Toledo.

The steambarge James Pickands, bound up, in attempting to pass the tug Champion and tow in St. Clair cut, ran into the wreck of the sunken scow Enright, sunk by collision with the steamer Nebraska, and damaged the scow so that it is said no attempt will be made to raise her.

Messrs. Palmer & Johnson have purchased the schooner Queen of the West from John Kilderhouse, of Buffalo. This adds 1200 tons carrying capacity to the Cleveland fleet. The Queen of the West was built by Crosthwaite at Bay City in 1881, and is in excellent condition.

The exhibition drill of the life savers, Captain C. C. Goodwin, was witnessed by about four hundred citizens. The skill of the boys gives evidence of their perfect training, and some of the interested people concluded that the wrecking of a ship had lost many of its terrors if it could occur near one of these life saving stations.

The steamer Rhoda Emily, Captain James Bryar, and consort Guiding Star, Captain L. Cole, arrived at Cleveland at 3 a. m. Wednesday, making the round trip in 19 days 5 hours from Cleveland to Ashland for ore to Chicago, from Chicago to Marquette for ore to Cleveland. The vessels will return to Ashland for ore to Chicago. A record hard to beat.

The steamer Macy, Captain M.W.Gotham, with the schooners Burt, Captain J. E. Gotham, and the Camden, Captain Cummings, arrived down with Marquette ore on Sunday. The Burt was dropped off and came into this port, the Macy and Camden going on to Ashtabula. The two latter take coal to Marquette and the Burt, stone, from Kelley's Island at 55c.

Messrs. Bassett & Presley, iron merchants, who represent in this market the best manufacturers in this country, will furnish the iron and spikes for the schooner building at Quayle's yard. They also received an order from Wolf & Davidson, Milwaukee, for three car loads of iron and two car loads of spike for the steamer under construction at that yard.

Freights remain firm with an advancing tendency. The charters discovered were: Schooners Montgomery, Montcalm, Montmorency, Montblanc and Republic, ore, Marquette to Ohio ports, $1.25; same boats, coal to Portage, 55c; schooner John O'Neil, coal, Cleveland to Chicago, 70c; schooner M. F. Merrick, coal, Ashtabula to Escanaba, 50c; schooner Sea Gull, coal, Cleveland to Detroit, 25c.

Record was made at the custom house last week of the sale of the whole of the scow Mary Garrett by A. R. Rumsey to Mary A. Peterson, the consideration being $2,000. At the same time record is made of the sale of 1-12 interest in the schooner Erastus Corning by Mary A. Peterson to A. R. Rumsey, the one twelfth in that ship being valued at $2,000; and the tug Record from the Globe Shipbuilding Company to Messrs. H. D. Coffinberry and Robert Wallace, each a one-half interest; consideration $1.

On the 29th of July Mr. L. Distel, the stalwart No. 1 of the Cleveland life saving crew, and Miss Mattie Goodwin, eldest daughter of Captain C. C. Goodwin, were married in the presence of a few friends. Mr. Distel has been a member of the crew at this port since its organization, and is the ranking man for the charge of any new station that may be established. Miss Mattie is an accomplished young lady, skillful with the oars, and will make an excellent No. 1 for the happy groom. They have the best wishes of the MARINE RECORD for the prosperity of their new station.

BUFFALO.

The Express says: The Lake Superior Transit Line is doing an unusually good passenger business this season. The propeller Badger State, now in port, reports the best round trip in that regard that she has known for years, if ever. Should this revival of business really promise to be permanent and still further improve it is quite likely there will be a reorganization of the line. President King of the Erie railroad, who went up the lakes on the Tioga not long ago, promised that she should have her passenger cabin next winter. There is doubt about it being done, but if it is her speed is such that she would have to be put on a different schedule and sent to Lake Superior, Chicago, passenger business having given out. If this change is made others will follow, though all depends on the estimate of the prosperity of the business.

The Government steam launch building at David Bell's shipyard has her hull completed and frame raised for upper works.

An interloping tug from Oswego the Eliza J. Redford, J. Redford master, made her appearance at this port with the schooner J. I. Case and afterward picked up the Sunrise and towed her in, which has caused some commotion among, local tug lines. Captain Redford reports business so dull at Oswego that he decided to seek pastures new and thought to make Ashtabula his destination but receive some encouragement at this port and he has not yet decided where he will locate. Some complaint was made that he had violated customs rules in making the two tows without reporting but Deputy Collector Candee decided that he had violated no regulations in his action on Sunday. Captain Redford shifted the schooners J. I. Case and Sunrise about the harbor, but towed nothing in from outside.

The owner of the schooner O. M. Bond was unable to agree with the underwriters as to the extent of loss on the vessel. He maintains that her damages amount to a constructive total loss, while the insurance men contend that they fell short some $300. To make such a loss, the amount for which the underwriters are liable must be one half the valuation in her policy, or $4,667. They will have her repaired, and when in shape, will tender her to the owner. If he does not accept her litigation will probably follow.

Captain Booth, of the steamer Huntress, denies that she went aground on Friday night on Squaw Island, but says she did touch on Strawberry Island, but almost immediately swung clear. Her passengers were not delayed. The Huntress gets a new wheel.

The Express says: The new soft coal chutes built by A. Langdon & Company at the Erie trestle are doing good work. There are two pockets of 15 tons capacity each, with spouts high enough for any vessel. It is thought that soft coal would clog in a large pocket, so it is discharged from cars direct into vessels without being held in the pocket in quantity. This is something new here, and is found to be a great saving in time and labor. Two steamers have been filled at these chutes.

The propeller Morley, formerly of the Wabash Line, or the Grand Traverse, as she must now be called, came in with pig iron from the Elk Rapids Iron Company. This is her first visit here this season, and in fact her first down trip since she was repaired from her wintering on the beach at Grand Marais a year ago.

A special from Ottawa states that Jones, Cook, & Innes are said to have thrown up their Welland Canal contract and the Government will take it off their hands. A large sum of money had been advanced to the firm on account of the work.

George Hazlitt and William Potts, two adventurous coopers of this city, succeeded in riding the whirlpool rapids of Niagara River, in a barrel shaped boat. The barrel boat, if such it may be called, is ten feet, but has a double oak head four feet from the small end, dividing it. The smaller end is again divided into air tight compartments by the aid of two heads set at short distances apart, while the front head on the smaller end is made double and is protected by a sheet of iron securely fastened to the keel. On the lower side of the barrel a strong oak keel was fastened, the upper side of the barrel being slightly flattened. There is an opening on top, on which is also a circular lid with glass covered peep holes. This was fastened from the inside by an iron clamp. The main heads of the barrel are 24 inches in diameter at the smallest part, and the heads at the pointed end are but 6 inches in diameter at the smallest part. A 12 inch propeller wheel on the stern can be worked from the inside by occupants. A sheet iron rudder gives control of the boat's course in smooth water.

Bids were opened Tuesday for the material with which to construct the new steel steamer for the Union Steamboat Company. As they are very much in detail it will take a day or two to find which is lowest. There are about 20 in all. It is hoped that the Susquehanna can be launched on August 31st, after which the keel for the other will be laid at once. Mr. George B. Mallory will be employed on her as designing and consulting engineer, and as he is similarly engaged on the Susquehanna he will be in Buffalo most of the time until they are built.

Coal freights were quiet and steady. Though the supply of coal for shipment is not large at present, there is no trouble in placing vessels that desire loads for Chicago or Milwaukee. For Lake Superior ports there is not much demand for tonnage, and for Lake Erie and the Detroit River it is difficult to get a cargo. Nearly all of the vessels in the short grain trade are compelled to make up trips in light trim. The engagements Wednesday were steamer A. Weston and consort W. L. Peck and schooners Polly M. Rogers and Itasca, for Milwaukee at 60c; steamer Tacoma for Chicago on owner's account; schooner P. B. Locke, for Green Bay at 60c; schooner Pulaski, for Sandusky at 20c; barge Fulton, for St. Clair at 35c. Canal freights were less active than for a time back. Rates were more regular and firm at 4¾c on wheat and 4½c on corn to New York.

Charles J. Clarke, chief engineer of the Western Transit Line steamer Syracuse, has been appointed Government boiler inspector in place of Alexander McMaster. The appointment has been sent to Washington for confirmation. The Syracuse is now here and Mr. Clarke will make one more round trip before resigning. He will begin his new duties about September 1.

The underwriters have made a contract with R. Mills & Company to repair the schooner O. M. Bond. The work will be begun at once.

Captain George McLeod, who made a survey of the burned tug Cornelia at Sodus Point, reports her damages at $900. Captain McLeod left for Port Huron to hold survey on the tug Mocking Bird, which was recently ashore and has been towed there.

P. McFarlane, master of the Lehigh Valley Line steamer R. A. Packer, has been transferred to the H. E. Packer, and M. Danahy, of the latter, was offered the former, but refused to accept her. James M. Todd, mate of the Tacoma, was then appointed master of the R. A. Packer.

CHICAGO.

Special to the Marine Record.

The passenger and freight propeller City of St. Joseph, Captain Alex Elton, broke her crank shaft when going up the north branch of the river to unload some bark last Saturday. After unloading she went to Featherstone's Machine Works and had her shaft repaired and left for South Haven on Wednesday.

Ths steambarge George King, Captain Joseph Shackett, was here last week with the barges Levi Rawson, C. L. Young and John Sherman, lumber laden, from Au Sauble.

The steambarge Justice Field arrived at this port on Saturday with lumber from Duluth, and with a tow of six consorts, comprising the Magnet, Knight Templar, Lily May, Emerald, G. W. Bissell, F. M. Dickinson. Altogether, they brought along 1,800,000 feet of lumber.

At Miller Brothers' Drydocks the schooners Harriet Ross, Plymouth and L. A. Simpson and steambarge A. R. Colborne were in dock and had leaks stopped; the steamer John A. Dix was in dock and had her bottom cleaned; the steambarge J. S. Fay and schooner D. P. Rhodes for searching up and calking; the Rhodes also got a new rudder stock; the tug Kitty O'Neil, of South Chicago, was in dock for a new wheel; one of Burdock & Co.'s sand scows was in dock for bottom calking and some repairs.

At the Chicago Drydock Company's the schooners Hattie Hutt and Lottie Wolf were in dock for some calking; the schooner Lem Ellsworth to have a leak stopped; the schooner City of Sheboygan new jaws to her fore and main gaff.

Grain freights are steady at 2¾ cents on corn and 3 cents on wheat to Buffalo and 2 cents to Georgian Bay ports. Active inquiries were made for ore carriers, shippers continuing to offer $1.10 on ore for Escanaba to Ohio ports. Ore freights from Escanaba to Chicago went up a notch, the schooner John Kelderhouse having been chartered for four trips at 80 cents.

A. Booth & Sons new steamboat will be launched next Saturday at noon.

Captain Cochrane of the steamer John A. Dix has been compelled through sickness to again give up command of this favorite excursion steamer of which he is part owner, he is suffering very much from yellow jaundice and has been compelled to go into one of our city hospitals, we hope he will soon be restored to health again.

WILLIAMS.

OSWEGO.

Union sailors boarded the schooner E. J. McVea and drove off the crew shipped at Chicago for $1.50 per day for the round trip. The president of the union and another assistant were arrested and held to bail for appearance before the grand jury.

MARITIME LAW.

MARITIME LIEN—REASONABLE DILIGENCE IN ENFORCING IT.

United States District Court, Eastern District of Pennsylvania.

In 1882, at Jersey City, the ship Tonawanda incurred charges which became a lien on her. Thereafter she went abroad and returned to Philadelphia, where she was purchased by the present owners without knowledge of the existence of the lien. She again went abroad, returned to Philadelphia and sailed for Europe again. Meantime libelants had been trying to collect their bill from Z. & Company, the former nominal agents and real owners, but without success and the latter finally became insolvent. Thereupon libelants turned their attention to the ship, ascertained that she was then at Trieste, and on her return to Philadelphia attached her to enforce their lien. Claimants contended that the lien had been lost by the laches of the libelants in enforcing it, which had prejudiced the claimants, owing to the subsequent insolvency of Z. & Company. The libelants were not aware of the two former visits of the vessel at Philadelphia. Held, that under the circumstance libelants had exercised reasonable diligence in enforcing their lien and were, therefore, entitled to recover of the vessel.

Butler, J.

The libelants furnished the Tonawanda with wharfage at Jersey City in July and August, 1882, for which (and a small amount of material for cooperage) $272.75 are claimed.

The vessel was in charge of Zitlozen & Company of New York, who were dealt with as agents. The bill, as rendered, was originally a trifle larger, and was reduced to the sum stated by agreement with Zitlosen & Company. The vessel sailed for Europe leaving the bill unpaid, and about six months thereafter came to Philadelphia where the respondent bought her. She had formerly belonged to the Copes of this city but had been sold and transferred to Zitlozen & Company before the charges for which she is sued were incurred. Of this sale and transfer, however the libelants were ignorant, and Zitlosen & Company, who had formerly had her in charge as agents, were dealt with in this character. After remaining in Philadelphia several weeks undergoing repairs, she made a second trip to Europe and back to Philadelphia. In November, 1883, she again sailed for Europe and on her return to Philadelphia in July 1884, was attached for this claim. Payment had been sought of Zitlosen & Company promptly, but the libelants were put off from time to time with promises which were never kept. After several month's of delay thus obtained inquiries were directed respecting the vessel's itineracy, and she was eventually discovered to be at Trieste. On her next trip to this country she was attached as stated.

When at Jersey City she was in a foreign port and the unpaid charge there incurred, consequently, became a lien.

There is no question of law involved. It was the libelants duty to exercise reasonable vigilance to enforce payment. Had the vessel returned to Jersey City, and they known it, or under such circumstance that they should have known it, and been permitted to depart without payment, the lien would have been lost. While she was abroad, of course, no amount of vigilance would have accomplished anything, except to ascertain her whereabouts. The libelants were not required to follow her there. The only times when she was within reach were the two occasions when she visited Philadelphia in 1883. The libelants were ignorant of these visits, otherwise they should have attached her there.

The only question, therefore, is, should this ignorance be ascribed to carelessness—want of proper diligence? This is certainly a serious question, one about which there is room for doubt. The libelants could have ascertained the fact, of course, either by keeping a constant watch upon the vessel's movements, or upon the entries at the port of Philadelphia. Did their duty, however, require this? Is such a course under similar conditions customary? I think not. When all the circumstances are considered, I think the libelants must be held to a higher degree of vigilance than is usually exercised or required, to visit them with the consequences of remissness for failing to discover these visits. Certainly they were not bound to inquire into the proposed movements of the vessel when she left their dock, nor to hunt her up, while treating with the supposed agents for payment. To do this would have been unusual; and to require it would be unreasonable. They expected payments from the agents, and as is customary and proper, first exhausted their efforts in that direction. As soon as they ascertained, or could well ascertain that the lien must be resorted to, they sought for and found the vessel. When she next visited the country they attached her. I think no more was required. Although good deal of time elapsed between the creation of the lien and the attachment, I am not satisfied that the libelants are blameable respecting it. While the holders of such liens should be held to a proper degree of vigilance as against innocent purchasers, unreasonable activity and haste should not be required. It must not be overlooked that the purchaser always has it within his power to protect himself by his contract.

I do not esteem it necessary to consider the question whether the respondent were guilty of negligence in the purchase; nor the question of Zitlosen's solvency. If the libelants failed to exercise proper vigilance, their lien was lost thereby,—irrespective of these questions—otherwise it continues to exist. In the light of adjudicated cases I believe, as before stated, it must be held that they did not so fail; (the Prospect, 3 Blatch. 526; the Walkyrien, 11 Blatch. 241; the Europa, 2 Lush. 89; the Atlantic, Crabb 440. A decree will be entered accordingly.

May 5, 1886.

THE ST. CLAIR RIVER.

ST. CLAIR FLATS, August 10.

Special Correspondence to the Marine Record.

As we think it will be interesting to the readers of the MARINE RECORD to understand the different locations and occupations at the St. Clair Flats, we will give as full an account as possible.

We will commence at the lower end of the canal, which is a grand structure, something that Uncle Sam may well be proud of, and has been under the supervision of Captain W. H. Mott from the first scoopful off the bottom up to the present date, and we hope the captain may continue in his responsible position until death takes him to his everlasting home unless his lines fall in a pleasanter place. The lower red light is kept by Mr. William Hudson, as faithful a man as could have been employed. Go from the lower light on either side of the canal, which, at this time of the year, has a splendid walk, and you will hear the tourists upon all sides remark:

"I think this is just too grand for anything!"

The canal is 1⅞ miles long and 300 feet wide, with about 16½ feet of as good water as flows in the world.

When you get to the upper end of the canal you will find one of those government lighthouses, built by Uncle Sam, which is very complete, and upon calling at the house you will find Mr. Andrew Ratray, and family, one of America's faithfuls, good-natured, and his light always ready at the right time. Cross the old channel to the Lake St. Clair Fishing and Shooting Club's buildings, and there you will find Mr. D. A. Whitney, and family, superintending the same. Put us all in a bag and shake us up and you can't produce a man better qualified for the position. The first range of low houses are the club boat houses, and adjoining these is the main building, where the club get their meals, under the supervision of Mrs. D.A. Whitney, which is well worthy of note. Next comes the cottage, the sleeping department of the club, and then Kinsler hall, used by the boys who stay out late, and the Bay View, used by the boys who go to bed early, 3 o'clock a. m. On the new grounds or pier is under erection a bowling alley for the amusement of the club members, which is nearly completed. The next building is occupied by Mr. H. Lamon, the club's most faithful, and then we have Mr. James Harson's new house, occupied by himself and family. Jim is the indispensable minnow man at the club house. Following in order we find Peter Lacroyx's ranch, ranch 10, used as a home. It is located on lands dredged by Captain Hubbel & Company, and for sale by the captain. Then comes the building owned and occupied by the architect of that grand Rushmere which is second to none of the clubs. Adjoining this is the private residence of Mr. Butler, the noted banker of Detroit, which has a No. 1 dock in front for the accommodation of family and guests. Louis Lapasell is in charge of the same, and lies in the slip with his family housed in a tidy little ranch. The next in line is the hotel Keweenaw, owned by Captain S. B. Grummond, and managed by Joel Winter during the summer season, where you can get a good meal or bed for 25 cents each, bath house and boats in conncetion. Then we have another private residence, the property of Mr. Arthur Humphrey, the St. Clair Flats noted wing shot, and then comes that great summer resort of Mr. James Slocum, the Star Island house, where, no matter what your appetite craves you get it, and the pleasant manner of Mr. and Mrs. Slocum draws such crowds and class of guests that the island is one continued garden of Eden. The boats, fishing tackle and bait are superintended by Mr. John East, who is always on hand and keeps everything in its place. Parties seeking a summer resort, should come to the Star Island and judge for themselves. Steam yachts and sail yachts, the small buildings back of the Star Island house are the little homes of the punters or men who are always ready to take out fishing or sailing parties. Saloons, billiard and pool rooms, bowling alleys, and a nice swing house on the beach. The next building belongs to a Mr. Stencil, and is used as a summer resort for his family and friends. His neighbors are the Boydell Brothers, called Boydell's island, also used as a private resort. Boydells are the great paint manufacturers in Detroit. The next on the docket is Congressman Mayberry's fine residence, used as private resort, followed by the Craig building. Then we have jolly Sam Craig and friends' private club building, after which you come to a new building now constructing. Then in rotation comes the Peninsular club house. Steward Lou Gormer and wife look after the club's interests and we hear no complaints from the members. The next small house is the home of Louis Bedore and family.

Then comes McNiff & Son's lower range light which has not missed a night being lighted, and Bob says he purposes to keep them in first-class trim. Next is Jake Kail's hunting resort, and close by is Henry Kail's hunting and fishing ranch, after which is Robert Soulier's home. Adjoining this is the prosperous Delta club with its good natured members. Then look out for Joe Bedore's, where you can get a good fish supper for 25 cents, and lodging, boats, bait and fishing tackle and dock to stop at. Next comes Joseph Morrow's ranch, and you can enquire of McNiff & Son for particulars concerning the same. Then comes McNiff & Son's lights around the point of the Southeast Bend which are kept going every night. The next and last but one is McNiff & Son's house and five thousand feet front, which will be dredged around before cold weather sets in and made second to none. The last is the small unoccupied club house at the upper end of the Southeast Bend.

BOB.

THE IRON TRADE.

In its weekly review of the iron trade ten Philadelphia Press will say: The past ted days has developed a wonderfully improved feeling in many departments, and one which will doubtless extend as the season advanced. The chief activity is in car building, locomotive building, rail manufacturing, etc., and is felt more or less all through the iron trade. There is some uneasiness in regard to labor in many of the country mills, but with an advance in Philadelphia and Pittsburgh it is only right that the country mills should pay in proportion. Philadelphia mills have not started up yet, except on a very limited scale, the disparity in cost being such as to entirely preclude them from taking orders at the figures quoted by their competitors. This matter settled better prices doubtless would follow immediately. Pig iron has not participated in the improvement thus far, although there is more business doing and a firmer tone all through the list. With an increased consumption, however, there is little doubt that prices will soon begin to harden.

The senate reported favorable the house act providing for an additional inspection district for hulls and boilers at Duluth with a salary of $1,200 for inspector.

OFFICIAL NUMBERS AND SIGNAL LETTERS.

TREASURY DEPARTMENT, BUREAU OF NAVIGATION, WASHINGTON, August 2. 1886

To the Editor of the Marine Record:

Following is a list of merchant vessels of the United States to which official numbers and signal letters were assigned by the Bureau of Navigation, Treasury Department, during the week ended July 31, 1886:

Official Number.	Signal Letters.	Rig.	Name of Vessel.	Tonnage. Gross.	Net.	Home Port.
			SAIL VESSELS.			
3 351	K D L T	Sc.	Bat,	99 21	94 55	Jonesport, Me.
3.352	....	Sc.	Bessie Reed,	28 17	26 76	Boothbay, Me.
126.379	.....	Sc.	Clara B. Kennard,	79.19	75.23	Portsmouth, N. H.
135,892	... .	Cat.	Excelsior,	6 65	6 32	Sayville, N. Y.
95,883	.....	Sl.	Hattie,	12.08	11.48	Providence, R. I.
100.398	.. . .	Sl. yt.	Iowa.	17.00	16.15	Philadelphia, Pa.
130.355	.....	Sl.	Nellie.	6 64	6 31	San Francisco, Cal.
116.111	.....	Sc.	Sallie Bell,	7 14	6.79	Tampa, Fla.
116.112	.....	Sl.	Sadie.	14 34	13 63	Chicago, Ill.
81,123	.....	Sl. yt.	Warren.	9 94	9.44	Portland, Me.
			STEAM VESSELS.			
106,431	.....	St. p.	Argentine,	....	17 53	Kansas City, Mo
126.368	.....	St.	Cruiser,	....	....	Cross Bay, Oregon.
126 369	.....	St. p.	Conanicut,	353 06	241 81	New Port. R. I.
126,371	.....	St. p.	Cape Fear,	164.54	156.32	Wilmington, N. C.
120.649	.....	St. s.	Frolic.	13 06	7 73	New Roshelle, N. Y.
120,650	.....	St. s.	F. O. Earnshaw,	33.32	16.66	Chicago, Ill.
85 932	.....	St. s.	Grace,	43 88	27 32	Colby, Wash
95 884	.....	St. s.	Harry Cattrell,	76 16	58.69	Marine City, Mich.
76,638	.....	St p.	J. C. Stewart.	135 84	129 05	Wilmington, N. C.
140,834	.....	St. s.	Lizzie M. Conklin,	86.77	43 39	New York, N Y.
91.855	.....	St. yt.	Minituga,	3.81	1 91	New York, N Y.
150.376	.....	St. p.	Pat McLaughlan,	103.95	103.95	Wheeling, W. Va.
150,377	.....	St. s.	Peerless,	89 96	44.98	Baltimore, Md.
145,424	.....	St.	Traveler.	....	....	Cross Bay, Oreg
81,122	.....	St. s.	Whitesboro,	195 54	144 25	San Francisco, Cal.
28,108	.....	St. yt.	Zicea.	10.86	7 41	Rochester, N. Y.
			UNRIGG'D VESSELS.			
34,153	.....	C bt.	C. C. Sweet,	131.84	125.25	Buffalo, N. Y.
36,772	.....	C. bt	Eliza Cay.	132 27	125.66	Oswego, N. Y.
56,564	.....	C. bt.	Robert H. Cook.	110.66	105.13	Whitehall. N. Y.

JARVIS PATTEN, Commissioner of Navigation

ENGINEER CORPS, U. S. A.

Following is a list of engineers U S. A., on the lakes and western rivers and where located. As we have many inquiries for the postoffice address of the officers of the engineer corps, this list will be published occasionally:

BRIG. GEN. JOHN NEWTON,
Chief of Engineers, Washington, D. C.

BVT. BRIG. GEN. O. M. POE,
No. 34 Congress-st. West, Detroit, Mich.

COL. W. E. MERRILL,
Custom House, Cincinnati, Ohio.

LIEUT. COL JOHN W. BARLOW,
Chattanooga, Tenn.

MAJOR CHAS. R. SUTER,
1415 Washington ave., St. Louis, Mo.

MAJOR AMOS STICKNEY,
P. O. drawer 99, Louisville, Ky.

MAJOR ALEX. MCKENZIE,
Rock Island, Ill.

MAJOR OSWALD H. ERNST,
Custom House, St. Louis, Mo.

MAJOR A. N. DAMRELL,
Mobile, Ala.

MAJOR CHAS. J. ALLEN,
P. O. box H, St. Paul, Minn.

MAJOR CHAS. W. RAYMOND,
P. O. drawer 432 New Orleans, La,

MAJOR L. COOPER OVERMAN,
No. 89 Euclid ave., Cleveland, Ohio.

MAJOR A. M. MILLER,
Custom House, St. Louis, Mo.

MAJOR THOS. H. HANDBURY,
Chicago, Ill.

CAPT JAS. C. POST,
Custom House, Cincinnati, Ohio.

CAPT. CHAS. E. L. B. DAVIS,
Milwaukee, Wis.

CAPT. D. W. LOCKWOOD,
Grand Rapids, Mich.

CAPT. E. H. RUFFNER,
512 Vermont-st, Quincy, Ill.

CAPT. C. B. SEARES,
106 Madison-st., Memphis, Tenn.

CAPT. EDWARD MAGUIRE,
Oswego, New York.

CAPT. WM. L. MARSHALL,
P. O. drawer 42, Milwaukee, Wis.

CAPT. CARL F. PALFREY,
Grand Rapids, Mich.

CAPT. ERIC BERGLAND,
P. O. drawer 52 Vicksburg, Miss.

JARVIS PATTEN, Commissioner of Navigation,
Treasury Department, Washington, D. C.

MANITOULIN ISLAND.

The captain of the steamer Isaac May, which arrived at Chicago from Manitoulin Island, reports that the island was swept by a fierce forest fire, which lasted five days, the inhabitants being driven from the island by the fury of the flames. The captain exhausted his provisions in feeding the sufferers, and arrived at Chicago with neither food nor fuel on board. The May left Chicago towing three barges. After a run of five days they arrived at Grand Manitoulin Island, on the Canadian side of Lake Huron. It is the largest island in the great lakes, and is covered with cedar trees. When the vessel arrived the inhabitants were badly frightened. For weeks not a drop of rain had fallen. Shortly after the steamer and her tow began to take on their cargoes of posts and ties the woods suddenly burst into a great blaze, and no sooner had the fire started than a severe wind storm swept over the island, driving the flames in every direction. The people fled in terror to the beach and sought shelter on board of the vessels, which pulled out into the lake. Scores of bears, roaring with pain, ran out of the woods with the hair singed from their hides and plunged into the lake. The flames raged for five days, burning over acres of valuable timber and destroying a vast amount of stock that had been piled on the beach for shipment. Then a drenching rain storm set in and continued until the fire was put out. It was ten days from the time the vessels reached there before they were ready to leave, and their stock of provisions was almost exhausted in caring for the people who took refuge on them.

Major Upham has gone to Fort William, accompanied by Charlie Culver. The firm of Williams, Upham & Company, have a contract there for doing a large amount of dredging and the major left to inspect the work. He went on the tug Eliza Williams, which will be used there in the work. The party will be absent about ten days.

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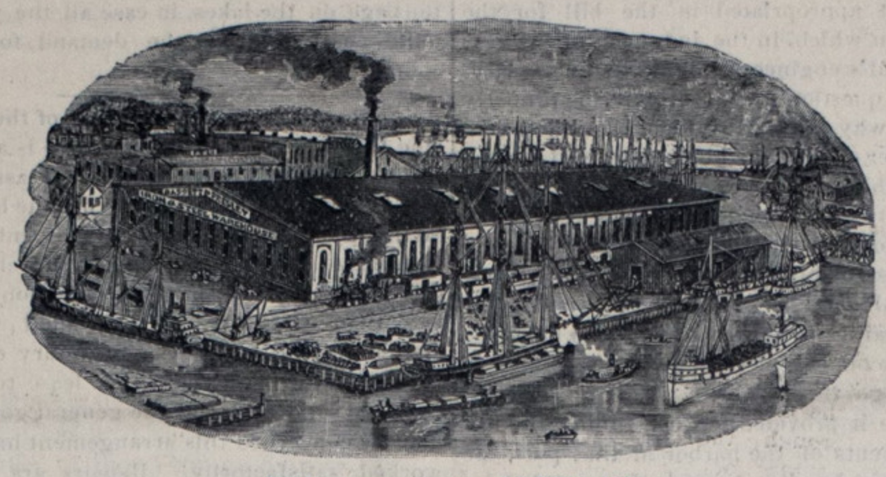

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Eastward.	Arrive	Depart.
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No 8, N Y, B & A Express.....	*8 25 A M	*8 50 A M
No 26, Elyria Accommodation.....	†7 45 A M	.....
No 24, Buffalo Ac'm via Sandusky	†10 30 A M	†10 45 A M
No 24, Toledo Accom via Norwalk	†10 30 A M	†10 45 A M
No. 10, New York & Boston Ex..	*11 40 A M	*12 noon
No 12, N Y & B Fast Express.....	*2 10 P M	*2 45 P M
No 2, Night Ex via Norwalk.....	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky...	†9 40 P M	.....
No 26, Conneaut Accommodation	†4 25 P. M	.....
Westward.	**Arrive.**	**Depart.**
No 1, Fast Limited Express.....	*12 15 A M	*12 25 A M
No. 23 Cleveland Express	*2 15 A M	
No 3, Chicago Express via " ..	§6 00 A M	6 30 A M
No 25, Mich Accom Norwalk.....	.....	†6 30 A M
No 21, Toledo Ex via Norwalk...	†12 50 P M	†3 20 P M
No 5, St Louis Ex via Sandusky..	*10 45 A M	*10 50 A M
No 9, Chi Pac Ex via Norwalk.....	*5 15 P M	*6 40 P M
No 31, Elyria ac to Elyria only...	.....	†4 30 P M
No 27. Conneaut Accommodation	†8 10 A M	.....

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Buffalo Passenger	*10 40 A M	*10 45 A M
Chicago Passenger.....	*9 00 P M	.....
Local Freight	* 4 40 A M	* 5 45 P M
WESTWARD.	**Arrive**	**Depart.**
Chicago Passenger	.....	*6 45 A M
Fostoria Pascenger	*4 46 P M	*4 51 P M
Local Freight.....	* 5 00 P M	* 5 50 P M

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A. A. POMEROY, EDITOR AND PROP'R

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Subscribers and others are respectfully invited to use the columns of the MARINE RECORD for the discussion of pertinent topics.

Entered at the Post Office at Cleveland as second-class mail matter.

CLEVELAND, OHIO, THURSDAY, AUGUST 12.

INTERNAL IMPROVEMENTS.

President Cleveland promptly approved the river and harbor appropriation bill, thereby committing himself to a policy of internal improvement. In doing so he has given evidence that he is awake to the interests of inland navigation and the requirements of commerce. It is possible that a number of items were incorporated in the bill which should not have found place there, but they were not sufficiently numerous to justify the president in vetoing the measure. His action in the matter has called down upon him the denunciations of the opposition press, which took pleasure in prophesying that he would put his veto upon the bill. His motives have been questioned, and the worst possible construction has been put upon his approval of the measure. The Inter-Ocean charges him with acting contrary to his convictions, that his courage as a vetoist had oozed out, on the ground that he might antagonize his friends in New York and the South, upon whom, that paper says, he must rely for re-election. The Leader, and other papers of that class, rake him fore and aft, while at the same time it is impossible for them to deny that in approving the measure the president has served one of the best interests of the country—that of commerce and navigation. It does not follow that because he has vetoed some of the bills passed by congress that he must continue to do so without regard to their importance. We say the cry raised against him on this account is made for political capital, pure and simple.

Before the river and harbor bill was approved, the president held a consultation with General Newton, chief of engineers, U.S.A., regarding its merits, who convinced him that on the whole the interests of the government demanded its passage, without regard to north or south, east or west. General Newton, whose knowledge of the condition of the present works and necessities for the future was based on reports made to him by the engineer corps of the army, assured the president that of the items on the bill "all but eighteen, comprising less than one per cent of the amount appropriated, were meritorious beyond question, and while he in no manner condemned those, he was unable to give a positive opinion because of lack of complete information concerning them." The president made as thorough an examination of these items as possible, and although with such reports as were at hand he had been unable to absolutely satisfy himself as to their character, he found that all appeared to be for the continuation of work already begun, and now in course of construction; while he found some objectionable items, he was satisfied that the most of the improvements provided for were of general importance, and he had found that the loss which would ensue to the government from the deterioration of existing works in case of further stoppage would be very serious, and that the amount of money, estimated by the War Department at not less than $500,000, which would be required to protect and preserve the work begun and in progress, upon which many millions have already been expended, would, in case of a failure to continue it now, exceed by about $400,000 the amount appropriated in the bill for the items in which, in the judgment of the government's engineers might be unnecessary.

The question may, therefore, be properly asked, why should President Cleveland veto the river and harbor bill? He acted according to his convictions of its merits and the necessity of internal improvements. Then why should the political press of the country misconstrue his motives? For purposes of political capital. It is not consistent for those dailies to say that he should have put his veto on the measure, as they wanted to see it go through, the Buffalo Express, because it provided for continuing the improvements of the harbor at that port, the Cleveland Leader, because it provided for the completion of the breakwater, etc., and the Detroit, Milwaukee, Chicago and other papers wished the bill would be approved by the president for local reasons, and the MARINE RECORD, because it provided to a certain extent for the improvement of all rivers and harbors throughout the country. Acknowledging, then, that the president has acted wisely in the premises, what does this howl of the dailies mean—that the jobsters have been defeated; that the conference committee lopped off many of the pet schemes that were incorporated in the bill under the guise of river and harbor improvements, and that they desire to create a feeling against the president.

SHIPBUILDING PROSPECTS.

Shipbuilding will be very active on the lakes this season, and the tonnage turned out will be of a superior class. Every yard for the construction of wooden boats will be busy and the iron yards at Buffalo, Cleveland Wyandotte already have contracts for the building of iron or steel steamers. It is thought by some that the addition of new tonnage will be overdone but when we consider the increase of business over that of past years, the growth of the northwest and the facilities for greater production in that vast region in grain, the development of new ore mines, the demand for which continues unabated, and the increased demand for coal, etc., from the upper lake ports, the improvement in the package freight business, and the other commodities the movement of which go to make up a good season, there is really no occasion for the belief that in case all the shipyards are busy this fall and winter we will have too much tonnage afloat. The lake region, in sympathy with the business prospects of the entire country, has just emerged from a period of depression and vessel owners are now realizing the benefit of the improvement. It will not be surprising if, before the end of the present month, coal freights will reach 75 cents, ore $1.25 to $150 and grain 5 cents. At all shipping centers shippers are to-day inquiring for tonnage, which is scarce. The American Iron and Steel Association report of the production and stocks of pig iron, confirming the previous impression that a hand-to-mouth demand has stimulated a larger total output within six months than ever before has resulted in a distinct shade of improvement in the pig iron industry and the prices of manufactured iron show a tendency to advance.

The early reports as to the damage of the spring wheat crop seems to have been greatly exaggerated and Dakota and Minnesota are now thought likely to yield 45,000,000 bushels. The Wisconsin yield will also be very heavy. In fact, taking the condition as it now is and the prospects of lake boats running late in the fall for good freight rates and the situation is good. This is equivalent to saying that much tonnage will pass out of existence, leaving but sufficient to correspond with that afloat last season.

It is interesting to note by way of comparison that the total number of vessels of all classes on the lakes at the end of the fiscal year, June 30, 1884, was 3349, with an aggregate tonnage of 733,069,22 tons, while at the corresponding period in 1885 there were 3346 vessels, with tonnage aggregating 749,948.49 tons, a loss in number of three vessels, but a gain in tonnage of 16,879,27 tons. Up to the corresponding period in 1886 we had added new tonnage to the lake, of 16,627.70 tons from which should be deducted that lost in the meantime, which, in round numbers, will reach 14,000 tons, leaving us but 5,627 tons more than last year. It will therefore be seen that we have no superfluous tonnage of consequence over that of 1885 with which to supply the increased demand. There have been seventy-four new vessels, all classes, put afloat on the lakes during the fiscal year ended June 30, against fifty-eight total losses during the same time the new tonnage averaging 224 tons to the vessel and that passed out 243 tons. There is no danger therefore that the tonnage on the lakes, in case all the yards build, will outgrow the demand for the coming year.

SURGEON GENERAL HAMILTON, of the Marine Hospital Service thinks there is a possibility that the Cleveland hospital association in this city will return the marine hospital in this city to the federal government. Dr. Hamilton says the government will welcome this step. The hospital in question was leased to the city of Cleveland when Benjamin R. Bristow was Secretary of the Treasury for $1 a year, the lease to run twenty years. So far as the general government is concerned this arrangement has not worked satisfactorily. Repairs are now badly needed, and the management say that the government should repair the roof, which is leaking badly. This the authorities at Washington decline to do, and according to Dr. Hamilton it would not be considered out of the way if the hospital was once more put in the hands of the general government, as the marine service could use it very acceptably.

IT appears that the master of the steamer Nipigon does not fully understand the wrecking "courtesies" between Canada and the states, or he is anxious to have recent leinency repeated. Last week the steambarge Nipigon undertook to tow out the Canadian schooner R. Morwood, which was coal laden for Sarnia from Toledo. The schooner failed to turn on to the middle range in Maumee bay and went hard aground. The Nipigon, contrary to marine regulations, undertook to release the Morwood, but only succeeded in pulling the bulwarks and stanchions all out of her starboard quarter. Toledo tugs have been made much trouble by the Canadian authorities when they got a schooner in the mud across the line, and the action of the Nipigon in trying to release a vessel in American waters is liable to bring her into further trouble.

A DISPATCH from Montreal says that electric lights are now in successful operation along the banks of the Lachine canal. The improvement over the system of lighting by gas is most marked, and it is likely that less drowning accidents at night will be heard of, as the electric light defines the banks as plainly as in the daytime. The lights extend from Windmill Point to above Seigmers street bridge, a current of four wires on each side of the canal.

INSPECTOR DYER, of the 10th lighthouse district, has caused to be placed a third class buoy (red) to mark the north side of the entrance to Erie harbor. It is on the prolongation of the inner face of the north pier, on the 18-foot curve, and may be approached from lakeward on any course between S.S.W. and S. W. by W.½W. Rounding it, a mid-channel course can be steered between it and the black spar buoy marking south side of entrance, taking care not to borrow on northen side.

THE first car of new wheat reached Duluth Thursday and was graded No. 1 hard. This is the earliest on record. Last year the first came August 21st and on the two previous years August 16th and 28th were the dates. Duluth expects to receive about 16,000,000 bushels of the crop. There is still about 2,000,000 bushels of the old crop yet to come from the farmers, the Pillsburys holding about half that amount.

NOTWITHSTANDING the fact that railroads out of Chicago have cut grain freights 4c per 100, rates by lake remain firm and unchanged at 3c@2¾. Ore rates are steady and firm at $1.00@1.10 from Escanaba, $1.25 from Marquette and $1.35 from Ashland.

M. E. B. A.

OFFICE NATIONAL SECRETARY,
ST. LOUIS, MO., August 9.

To the Associations:

Owing to his appointment to the position of boiler inspector for the city of Cincinnati, E. D. Bateman has been forced to resign the chairmanship of the committee on grievance. The national president has, therefore, designated F. W. Whitehouse, of Chicago, as chairman, to whom all matters intended for the committee should be forwarded. His address is care of A. Ritter, 261 Milwaukee, ave., Chicago, Ill.

J. H. HARRIS,
National Secretary.

HALF FARE WEST VIA BEE LINE.

The Bee Line has arranged for three excursions to Missouri, Kansas, Arkansas, Texas and Nebraska, leaving August 18th, September 8 and 22, whereby tickets will be sold to the authorized land points in states as named upon the basis of one limited fare for the round trip. Free reclining chair cars from St. Louis and the choice of various routes. Excursion tickets will be sold by terminal roads to points beyond at about one fare for the round trip upon presentation of our tickets. As the short and quick route to all points in the west and southwest it is for your interest to get tickets via the Bee Line. Full information can be had of any ticket agent of the C. C. C. & I. railway, D. & U. R. R. and I. & St. L. railway.

[*Around the Lakes Continued from 1st Page.*[

DETROIT.

Special to the Marine Record.

Aug. 9.—On this date twenty-one years ago one of the most deplorable events in lake annals occurred in Lake Huron, the collision of the propeller Pewabic with the propeller Meteor, resulting in the loss of about one hundred lives. Both steamers belonged to the same company, the Pewabic being only two years in commission, and a first class boat in every respect, and of 740 tons burden. She was bound down, with a valuable cargo from Lake Superior, and sunk in deep water. The Meteor was not damaged so as to prevent her proceeding on her voyage to Lake Superior, but on reaching the Sault she met with a narrow escape from total destruction by fire. Fortunately it was extinguished before serious damage was done, so that she accomplished the round trip.

The steamer Idlewild, on her downward passage last Thursday, on the St. Clair river, broke her cross-head and was soon after taken in tow by the steamer Greyhound and brought to this city for repairs. In the meantime her place was filled by another boat, without detriment to her patrons. It was her first mishap of the season.

A rumor reached here on Friday that the propeller Empire State had met with disaster near Goderich, Lake Huron, by stranding, but as nothing further was heard of it it is supposed to be a false alarm.

The schooner Edward Blake, which was taken into the Detroit drydock for the repairs of damages, caused by running into Point Moullier pier, left here on Saturday, the tug Augusta taking her on to her destination.

The new tow barge Susan E. Peck, launched recently at Wyandotte, took her departure from here on Friday, bound for her first cargo of ore. She is of mammoth appearance, and when converted into a steamship will give a good account of herself.

The sinking of the scow Enright, some days since, inside the St. Clair Flats canal and remaining there ever since, has been the cause of much annoyance to vessels passing through that thoroughfare, as her masts lie outward into the channel. No one seems to know the cause of the remissness on the part of the master and owners, and now that she has remained there so long her destruction is more complete than ever, both masts having been carried away by a passing steamer.

A sailing yacht which was cruising on Lake Huron has been wrecked at Port Franks and six young men lost with her, and all of high standing, at Port Sarnia. They were a Mr. Telfer, bank manager; Mr. Vidal, station agent; W. C. Morrison, W. J. Sinclair, Hope McKinzie and Fleming McKenzie. The two latter were nephews of the Hon. Alex. McKenzie, member of parliament. They had been absent three weeks when the accident occurred.

The tug Martin Swain, of Grummond's line, took safely a raft, the latter part of the week, from Georgian Bay to Buffalo, which contained 1,500,000 feet.

The steamer Spokane called here on Friday and took on board a large number of car wheels for Two Harbors.

Captain George Hosmer has retired from the command of the steamer Evening Star.

There has been but little or no variation in freight rates during the past week at this point. Wheat to Buffalo 2⅛c, to Oswego 4½c, to Morristown, N. Y., 5½c, cedar posts, Harrisville to Detroit, at 3c each. Schooner F. C. Leighton, coal, Toledo to Manitowoc, 60c; Augustus Ford, coal, Toledo to Sand Beach, 30c; propeller Nipigon, wheat, Morpeth to Kingston, 4½c; schooner Belle Hanscome, coal, Buffalo to Windsor, 20c; barge Church, coal, Huron to Point Edward, 30c; schooner Fellowcraft, cedar, Pike Bay to Windsor, $1.50 on the rail.

Frank Dwyer, submarine diver of this city, returned home from Lake Superior where, with others, he was engaged in the recovery of the machinery lost with the propeller Scotia.

The remains of Mr. W. H. Gibson, engineer of the steamer Hiawatha, who un-

fortunately lost his life by accident at the Sault, arrived here and the interment took place Tuesday afternoon from his late residence, 36 Perry street. His age was 42.

A slight collision occurred on the Detroit river Tuesday between the two barges M. P. Warner and William McGregor. The latter was anchored in the stream off Bates street about 4 o'clock in the afternoon, when a brisk squall from the southwest struck her and swung her stern out in the channel just as the Warner was passing in tow of the steambarge Kelly. The McGregor was struck a glancing blow, which inflicted very little damage. The anchor stock and cathead of the Warner were carried away.

HALL.

BAY CITY.

Special to the Marine Record.

Hon. D. H. Jerome, Chas. Cringle and J. R. Hall, of this city, left Saturday on Mr. Hall's yacht Hector for a trip around the lakes.

On Thursday forenoon Dominick Beatram, employed at Frank Wheeler's shipyard, West Bay City, fell from one of the deck beams of the large vessel that is on the stocks, into the hull of the boat, a distance of eighteen feet, striking on his head and shoulders, bruising him in a terrible manner and rendering him insensible for some time. He was taken to his home and a physician summoned.

W. A. Beebe & Company are making rapid headway on their contract of dredging around four hundred acres of swamp land for T. H. McGraw, above this city. They have three miles of dredging, and it is about half done.

Captain Fred Barclay is out again with the tug Hattie Brown.

The tug Maud S. was in Bay City drydock for calking.

The barge Star of the North was at Wheeler's for a thorough calking after her rebuild.

The tug Ella Smith is picking up a tow for Ohio ports.

The tug Maytham and consorts, Martin, Dolphin, and Senator Blood, left the river Thursday for Ohio ports.

Captain Albert Forrest, of the tug Anna Moiles, succeeds Captain Frank Elliott, of the tug Ella Smith. Captain Elliott takes command of the Moiles.

The schooner Emerald is loading staves for Amherstburg.

Freight rates are now quoted as follows: To Buffalo $1.50, with 12½c extra from Saginaw. Ohio freights $1.25 from this port. The prospects for a rise before long seem good.

SHAW.

ASHTABULA HARBOR.

Special to the Marine Record.

The propeller Oscar Townsend cleared from here on the 10th with a cargo of coal for Duluth. The Townsend is making first rate time this year, having brought down eight cargoes of ore and taken up two cargoes of coal.

The mammoth propeller Australasia got away from here this week with a full cargo of coal for Duluth.

The steamer Wm. Edwards, with her monster consort schooner Golden Age, after unloading their cargoes at this port loaded coal for Chicago. This is their first appearance here this season. The Golden Age had on 2,580 tons of ore, being about the largest load ever brought into this port.

It is rumored that the tug Eliza J. Redford, of Oswego, cleared from that port for Ashtabula, where she was going to locate for towing, but when off Buffalo she ran out of fuel and meeting the schooner J. I Case, towed her into Buffalo, when some trouble arose about her clearance. She is expected here to-day.

S.

FRANKFORT.

Special to the Marine Record.

Tug Slyfield now carries the whistle of the old burned tug St. Mary.

The life saving station is nearing completion, and is a handsome structure.

Tug Lou Wallace brought up a scow from Onekama to take a cargo of edgings to fill up the harbor piers there.

Fishing is so run down that the tugs Hannah Sullivan, G. R. Green and Andrew Gale have returned to their home ports.

The schooners C. Amsden, Joseph Duval, Sophia Luff, A. O. Hanson are steady traders at this port.

The North Michigan line steamers Lawrence and Champlain are having a large passenger list every trip. The steamer J. D. Dewar is running on a fruit route between Grand Haven and Saugatuck for the D. M. & G. H. R. R. Propeller I. M. Weston will run on the Manistee and Frankfort route in her place.

Tug Sharley Butler, recently burned at Ludington, has been rebuilt. She visited our port this week. Many improvements have been added to her, and she presents a handsome appearance.

BURMEISTER.

EAST SAGINAW.

Special to the Marine Record.

Business on the Saginaw river has been lively during the past week, upward of 19,000,000 feet of lumber having been shipped. An unusual number of buyers have also been in the city, and a considerable amount of lumber has changed hands, which will move forward at once, and it looks as if an advance in freights could be looked for at any time.

The excursion business has also had a boom, several Sunday school excursions having been made to Bay View and Point Lookout on the steamers Saginaw Valley, W. R. Burt and Lucile, and a number are booked for this week. The propeller Saginaw Valley, that took a Sunday school party to the Point on Saturday last was unable to accommodate the crowd. The steamer Lucile was chartered to help her out.

The steamer Chas. P. Fish took a party of St. Charles folks to Bay View on Sunday. Twenty-four out of sixty of them had never seen the blue waters of any bay or lake. A number were badly scared at a little sea just outside the mouth of the river.

The tug Tom Maytham, Captain James Bell, was in the river with her tow, and left Thursday. Captain Jim reports everything lovely and his boat acting finely.

The monster log boat came in again Wednesday, unloaded 600,000 feet of logs in one day, changed tugs, the Smith for the Temple Emery, and left again for Spanish river. The time this immense craft is making is remarkable, an average of four trips a month.

If anyone knows the whereabout of Mr. C. S. Payne, who shipped on a barge at Buffalo for Milwaukee, they will confer a great favor by addressing Mrs. Payne, South Park street, East Saginaw, Michigan.

H. H. Warner, owner of Warner island, Saginaw Bay, has just purchased two thousand dollars' worth of lumber from J. G. Owen, of this city, to erect a cottage on his island.

Joseph Stringhane has sold to Robert Randall a ⅓ interest in the sloop rig yacht Juno.

Bartlett & Company have just cast a running wheel for the steam yacht Charles P. Fish, with which it is expected she will make some excellent time. Old heads say the wheel is the finest they ever saw. This firm are also making towing wheels for the Tittabawassee Boom Company that give the best satisfaction.

SHAW.

CLAYTON.

Special to the Marine Record.

Our harbor was full of steamers Tuesday. The big sea was too much for them for pleasure.

Schooner Parana took a pilot on Tuesday, p. m., lumber laden for Ogdensburg. She made the run from the canal to Ogdensburg, pier to pier, in twenty-four hours.

Propeller John Pridgeon Jr., passed down on Wednesday.

The Anglers' Association has an excursion on Thursday, and a big dinner of fish, chowder and clams.

Six fast steam yachts were out on Wednesday, the Siesta, Lucile, Angler, Sport, Ruth, and May Lily.

The schooner Oliver Mitchell loaded at the Chicago Granite Works and towed out on Friday.

The old steamer Spartan takes the steamer Passport's place on the Richlieu and Ontario line.

Schooners Parana and Hartford passed up on Friday, and the steambarges Monteagle and Baldwin and consorts passed down on Saturday.

The inspectors were here on Saturday inspecting steamers.

The Sunday excursion boats are crowded with people.

The steamer Rothsay took a large party to Picton, Ont., and made a stop at the lake on the mountain. This lake has an altitude of two hundred feet above the level of Lake Ontario and covers about one square mile. The water is deep and clear, with no visible inlet or outlet except the flumes which supply the mills at the base of the mountain. They say it is fed from Lake Erie and the same species of white clay is found on its shores for which the Erie region is noted, and the lake rises and falls the same as Lake Erie.

B.

MACKINAW CITY.

The schooner James D. Sawyer, wheat laden, ran on the beach near Point Labarbe at 12 o'clock Monday night. She is out two feet forward and is leaking some. The tugs Leviathan and Saugatuck are working at her and will probably release her readily.

Later advices say, the tugs Leviathan and Saugatuck succeeded in releasing the schooner Sawyer and towed her into St. Ignace. Cannot learn what her damages are.

ST. CLAIR FLATS.

Special to the Marine Record

McNiff & Son have been on watch for all down bound steamers and vessels, notifying them of the sunken wreck in the canal which was removed to-day, the 6th. They will continue to inform pilots of any obstruction the balance of the season.

About 4 o'clock p. m. the steambarge D. Leuty with the Montgomery, Bottsford, Racine and Jackson in tow, passed up.

Captain J. S. McNeil is the first contributor to the Southeast Bend, Russel and Stag Island range lights, and we thank the captain for the compliments paid our lights. We hope his ten dollars has been given to a good cause.

The Wm. Lachapelle seems to be the favorite steam yacht of the St. Clair Flats.

Dr. Arnold, a guest at Star Island, is now spending a few days at the Oakland House. The doctor is an expert at catching large pike and polinaris bottles.

BOB.

SAULT STE MARIE.

William Gibson of Detroit, chief engineer of the steambarge Hiawatha, who recently had his arm torn off, died Saturday in the marine hospital from blood poisoning. The accident which led to his death occurred while he was sitting on the promenade deck, his arm hanging over the railing, talking to his little daughter. The tug Chief Justice Field, in order to avoid the shoals at Topsail island, passed close to the Hiawatha, and her stem struck the Hiawatha a glancing blow on the port quarter crushing Mr. Gibson's arm off. A subscription paper for the benefit of the distressed family would be generously responded to.

The schooner Thomas P. Sheldon has been raised and towed to where her cargo of railroad iron will be unloaded. She will be drydocked in the old canal locks, and temporary repairs will be made on her so as to allow her being towed to Port Huron.

DULUTH.

The shipments of iron ore from Two Harbors the last week were 25,000 tons, the heaviest shipment of ore within the same time from one mine ever known.

Reports have boen running through the dailies that the inhabitants of Isle Royal have been despoiling bodies found among the wreckage of the steamer Algoma. Captain Baker of the revenue cutter Andy Johnson has made a voluntary investigation of the charges and found them to be untrue.

One hundred and fifty thousand bushels tonnage was taken Tuesday at 4c.

CHEBOYGAN.

The White Shoals lightship, which sprung aleak recently while doing duty at the shoals, has been thoroughly recalked and will again take up her position as formerly.

The tug Leviathan has returned from releasing tug Mocking Bird Sunday morning, and reports no damage done by stranding.

Weather keeps smoky and thick, greatly impeding movements of vessels through the Straits.

The Grand Traverse came into port disabled in her machinery. Repairs were made here.

RACINE.

The libel in the case of the Detroit Transportation Company against 1,565 tons of coal, Arthur Yates claimant, was dismissed. The suit was brought to recover damages from Corrigan & Son because they did not provide dockage to receive the coal from one of the Transportation's Company's vessels, which ran hard aground in the Kinnickinnic river. Judge Dyer held the master of the vessel at fault because he did not get specific instructions from the consignees as to the place of delivery of the coal, the cargo not being consigned to any particular dock.

MARQUETTE.

Captain Morley, of the W. H. Stevens, which called here yesterday on her way down, reported the tug George Hand as on the rocks at Rock Harbor, Isle Royal. She had been abandoned by her crew, whose whereabout is unknown. The lighthouse keeper there has visited her and found her lying on one side and filled with water. A small lighter was alongside.

The replacing of the broken crank pin in the steamer Northerner, of Ward's Lake Superior line, has been completed, and she continued on her trip.

ESCANABA.

The steamer Leland arrived here in tow of the tug O. C. Williams. She broke her engines Sunday night, and was picked up Tuesday off Poverty island.

The passenger steamer City of Green Bay blew out her cylinder head. The engineer had a narrow escape.

ASHTABULA.

Captain Gresham A. Thayer died at his residence last Friday morning of pneumonia, in the seventy-seventh year of his age. The deceased was born in Ashtabula in 1810, commenced sailing at the age of fifteen, and was a master at twenty-one. He had been a prominent ship builder and lake captain up to within last few years.

KINGSTON.

The M. T. Company Monday morning commenced to take the machinery out of the propeller Europe, which will be converted into a barge. The machinery will be fitted up and put in store room.

The large anchor, fished up by Captain Murray opposite the M. T. Company's wharf will be taken to Prescott and placed there as an anchor buoy, to which M. T. company barges can tie up in future. When the barges reach there at night they have to tie up at the wharves till the morning, entailing considerable expense. It is now estimated that the anchor and chains will weigh over four tons. Hundreds of citizens have witnessed the find.

The Canadian sidewheel steamer Manitoba and schooner A. G. Morey are for sale at Detroit. The former has been in Detroit in a somewhat wrecked condition for a number of years owing to a dispute about the insurance.

Three Toronto steamers have been forbidden to carry passengers, the Kathleen, because her davits would not lower boats properly; the Mazeppa, because the mate did not possess a lake certificate, and the Garnet, because her machinery was loose.

Captain George Sweet of Carthage, has sold the steamers John Thorn and J. F. Maynard to the St. Lawrence steamboat company, with the rights and good will of the route between Clayton and Alexandria Bay and its connections. The transfer of these boats places the whole of the river passenger traffic, in connection with the R. W. & O. railroad in the hands of the new owners. The St. Lawrence steamboat company is made up of men who have for a long time run boats on the river. Its principal stockholders are A. F. Barker & Sons of Clayton, and the Folger Bros. of Kingston. Two years ago the new steamer St. Lawrence was put on the Cape Vincent-Alexandria Bay route by them, and she has had a large patronage.

The enforcement of that clause of the Dingley coasting law which refers to the landing of passengers, has curiously affected the steamer Norseman's Sunday trips to the river. As is well known, a large number of her passengers are from Rochester and Charlotte and she is forbidden to land these at an American port, but as they are for Alexandria bay they must get there some way. Consequently the steamer puts them off at Rockport, on the Canadian side, from which point they are conveyed by the Island Wanderer to their destination. Returning, the Norseman leaves the bay at 3 o'clock, an hour and a half earlier than last year, proceeds to Rockport, takes on her Yankee passengers, who in the meantime have been sailing over on the Wanderer; and, in order to come up the American channel, once more heads for Alexandria bay and then for home. All this, of course, has its disadvantages, and is a useless piece of red tapeism, which does no good whatever, but the Americans seem bound to retaliate for the fishery troubles and hence insist on the enforcement of the passenger clause, which in previous years has remained unnoticed. The only effect it has on the Norseman is to shorten her stay at the bay, which, however, is counter balanced by the extra sail through the islands afforded by her perambulations from shore to shore. The Island Wanderer is a distinct gainer by the deal.

AMHERSTBURG.

A life boat has arrived at Pelee and been placed in charge of Customs Officer D. McCormick. It is 24 feet in length, made in water tight compartments and cost $550. It was built at Goderich. There is no point on the lakes where such a life saving appliance is more needed.

PORT HURON.

The tug Charlton will be ironed over at the Wolverine drydock.

The tug Castle was unable to do anything at the wreck of the Kate Richmond, and returned to this city with the pumps and lighter. She will be abandoned.

The contract of putting the cabins on the Albert J. Wright has been let to Wm. N. Carlisle.

The schooner C. H. Johnston, of Marine City will be commanded by Captain Frank Downer, of this city.

The schooner E. E. Tyson received a new foremast at the yard of Dunford & Alverson during the week.

WANTED.

A second-hand, small marine boiler or boiler and engine, about 10x10 or less. Must be cheap.
H. L. SHAW, E. Saginaw, Mich.

HISTORY OF LAKE NAVIGATION.

BY J. W. HALL.

Written for the Marine Record.

CHAPTER LXXXIV.

The appointments in the Erie railway line in 1870 were as follows:

Propeller Jay Gould, 996 tons, Captain F. H. Brown.

Propeller Colorado, 1440 tons, Captain J. W. Brett.

Propeller Dean Richmond, 1416 tons, Captain B. S. Wolvin.

Propeller St. Louis, 935 tons, Captain James Pratt.

Propeller James Fiske, Jr., 1095 tons, Captain J. W. Moore.

Propeller Nebraska, 1483 tons, Captain N. Gebhart.

Propeller B. W. Blanchard, 1173 tons, Captain John Kirby.

Propeller Canisteo, 856 tons, Captain J. P. Evans.

Propeller Roanoke, 1069 tons, Captain R. Anderson.

Propeller Wabash, 721 tons, Captain F. L. Pope.

Propeller Passaic, 844 tons, Captain W. A. Smith.

Propeller Winona, 688 tons, Captain O. B. Joiner.

The Wabash was sunk this year in Lake Huron by a collision with the propeller Empire State. The Winona was condemned in 1876. The Colorado was lost in Lake Superior two years ago, and the Canisteo was sunk by collision in the Straits a few years since.

Of the above masters I can state nothing definitely except that Captains Anderson, Gebhart and Wolvin are deceased, all of whom during their time had an enviable record. Captain Brett is near you, and is one of the few lake pioneers yet left, and in whom the sailor and the gentleman are combined. A. Chesebrough held the agency at Detroit and S. D. Caldwell at Buffalo.

The Buffalo and Detroit line of steamers, in connection with the Union Steamboat Company, was as follows:

Propeller Atlantic, 656 tons, Captain Wm. Thorne.

Propeller Tioga, 549 tons, Captain G. W. Stoddard.

Propeller Olean, 609 tons, Captain G. F. Cleveland.

Propeller Elmira, 524 tons, Captain W. D. Douglass.

Propeller Guiding Star, 463 tons, Captain D. McFarlane.

Propeller Galena, 690 tons, Captain W. Northrup.

Of the above line all have passed out of existence. The Tioga was burned at Point au Pellee in 1877 and became a total loss. The Olean was condemned. The Elvira was converted into a steambarge in 1873. The Guiding Star exploded in 1870 at Port Maitland, Canada, and seven of the crew were killed, after which she was converted into a towbarge. The Galena was wrecked at Thunder Bay in 1872.

Captain Thorne is yet hale and hearty, and is master of the propeller Arctic, and Captain McFarlane is in command of the Passaic. The others I am unable to give an account of, but I believe they are all alive if not afloat. A. Chesebrough was agent at Detroit and S. D. Caldwell at Buffalo.

Plying between Detroit and Saginaw were the steamers W. R. Clinton, Captain H. Finlayson, and City of Sandusky, Captain G. W. McGregor. Both of these boats have passed out of time. The former was made a barge and the latter was placed on the route between Port Stanley and Cleveland in 1875, and in the spring of 1876 was burned at the former place, a total loss.

Flour was quoted at Detroit as follows: Fancy white wheat brand at $6.00 and $6.25, other brands at $5.00 and $5 25. Wheat at $1.25 and $1.28 per bushel; corn 93c, oats 58c and 60c, barley $1.70, pork $28 per bbl.

The Western Transporation Company appointments were as follows:

Propeller Idaho, 915 tons, Captain Burton Penney.

Propeller Fountain City, 820 tons, Captain James Gibson.

Propeller Empire State, 864 tons, Captain James Carlisle.

Propeller Badger State, 864 tons, Captain Wm. Dickson.

Propeller Mohawk, 789 tons, Captain E. Condon.

Propeller Oneida, 784 tons, Captain Jas. Drake.

Propeller Plymouth, 846 tons, Captain F. Williams.

Propeller Potomac, 818 tons, Captain R. P. Webster.

Propeller Free State, 768 tons, Captain J. Criqui.

Propeller Tonawanda, 822 tons, Captain D. Bryant.

Propeller Chicago, 758 tons, Captain J. Dissette.

Propeller Buffalo, 689 tons, Captain John Browning.

The above steamers made daily departures from Buffalo. Five of the above boats are still in commission, the others have passed out of existence. The Free State was wrecked on Graham Shoals in 1871, after plying fourteen years. She was built at Buffalo by Bidwell & Banta. The Plymouth was built by Ira Lafrinier at Cleveland in 1844, condemned and made a towbarge in 1882 and still lingers in that capacity. The Tonawanda foundered off Point Abino this same year and was a total loss. She was built by B. B. Jones at Buffalo in 1856. The Buffalo was condemned in 1870. Bidwell & Banta built her in 1851. The Potomac was built at Cleveland in 1855 by Luther Moses, and during the latter part of her career met with a series of disasters by fire and otherwise until finally she was converted into a barge after twenty-nine years' service. The Mohawk was nineteen years afloat and met with various accidents by fire and explosions. She was built by Luther Moses at Cleveland in 1856, and was burned at Buffalo in 1875.

None, I believe, of the above masters are deceased with the exception of Captain R. P. Webster, who, while in command of the Potomac, was killed by a fender while standing in the gangway as the boat was passing up the Detroit river. The others, with one or two exceptions, have drifted out of commission as matsers. John Allen was manager at Buffalo, and Livingstone & Co., agents at Detroit.

The highest rate on wheat during the navigation of 1870 was 10c, the average 6½c.

The bark Thermutis departed from Cleveland July 27 on a voyage to Liverpool with a cargo of oil and staves. She and the Wirralite, which left earlier in the season, were the only vessels, if I remember aright, which made European voyages that season.

Captain George Malcomson was drowned from the propeller Acadia at Port Dalhousie, by accidentally falling overboard.

Captain George R. Williams, retired, who, in early days, sailed vessels and steamers on the lakes, died at Toledo, aged 62.

Captain Thos. Roberts was drowned from the schooner Ben Flint in Lake Michigan.

Captain John Shevlin and crew of nine men were lost with the schooner Jessie on Lake Ontario.

Captain Thompson was lost from the schooner Ben Franklin in Lake Michigan.

E. D. Simpson, Alex McGregor and John Mills were drowned from the propeller Young America in Lake Erie.

Thomas Ostrom, George Kaills and George Johnson were lost with the bark Sir E. W. Head, which was wrecked on Lake Erie.

Captain N. C. Kendall, Thomas Cuthbertson, a German and his wife were lost with the barge Mohawk on the Canada shore of Lake Huron. The Mohawk had formerly been an iron steamer and was built at Kingston, Ont., in 1842 for revenue service. In later years she plied between Buffalo and Port Stanley and was 150 tons burden. She had numerous masters, all of whom are now dead.

Wm. Mosher and Thomas Little were drowned in Lake Superior from the schooner S. B. Pomeroy while furling the flying jib.

Henry McWhey and John Hunt were lost from the schooner Bermuda in Lake Superior.

The death record was rather below the usual average and much less than the previous year.

Leaving out disasters of a minor character the casualities of the season were twenty-nine in April with only one total loss; thirty-nine in May, and one total loss, which was the burning of the tug Stag on Lake Ontario. In June there were twenty-nine prominent disasters, among which the loss of the propeller Wabash in Lake Huron and the burning of the steamer T. F. Park at Detroit were the most important, the losses on hull and cargo amounting to $183,000. In July there were thirty accidents. The most prominent was the explosion of the propeller Guiding Star at Port Maitland, Lake Erie, with the loss of seven lives, the aggregate amounting to $615,000, notwithstanding the season thus far had not been attended with gales of weather beyond the usual order of events. In the month of August there were forty-four disasters, during which period the weather was attended by two severe gales, yet there were no total losses of a prominent feature, the losses on hull and cargo amounting to $181,000. In September there were forty-one casualties. The losses on hull and cargo $125,600. In October one hundred and two disasters are recorded. The month was unusually violent. The losses aggregated $666,000. In November there were seventy-five accidents. Losses aggregated $401,300. This foots up, 389 casualities for the season, leaving out, as above stated, a large number of a minor class. Navigation closed December 1.

While going down Niagara River, lumber laden, with a tow, the steamer G. L. Colwell's engine became disabled by the piston going through the cylinders. The vessels were towed down. It is said that the engine, which was compounded in the spring of 1885, is badly damaged. She will be repaired at Buffalo. In the meantime her barge will be towed by another steamer.

PROJECTED LAKE AND HARBOR, GUN AND TORPEDO BOAT, U. S. N.

The board of fortifications have recently completed the designs of an armed vessel able to pass the locks of the Erie canal, and the plans, as submitted by Assistant Naval Constructor R. Gatewood, to the board on fortifications, are most complete in their detail. With our limited experience in 1860 we were able to build and fit out a 700 ton gunboat in ninety days, (the original Monitor was built by the Continental Iron Works, Greenpoint, for John Ericcson, in one hundred days), and there is no reason to doubt our ability to put a number of these vessels afloat in the same time. Although our modern breech-loading rifles are not ready yet, there are more than a sufficient number of muzzle-loading rifles on hand to arm them most effectively.

The design contemplates a single screw-vessel, with coal capacity for steaming 1000 miles at eight knots per hour. A schooner-rig of 1,800 square feet, capable of being readily removed, is also provided. The armament is to consist of two V. inch rifles and two rapid machine firing guns. Two automobile torpedoes are carried, and also one above water torpedo-tube.

The locks of the Erie canal will receive a vessel, without incurring delay, of the following dimensions: Hull: length over all 102 feet, draught extreme 6 ft 3 in, length between perpendiculars 97 ft, disp. (sea water) 128.65, beam extreme 17 ft 6 in, area-mid. sec. 84.7, beam to length 1:5.43, tons per inch of immersion 2.68, draught mean 5 ft 11 in, freeboard at load draught 4 ft 10 in.

The machinery projected for these vessels is as follows: Two cylinders, compound or triple-expansion locomotive boilers; diameter of shell 4 ft 9 in, steam pressure 140 lbs, length of boiler 16 ft, grate surface sq. ft 27, water pressure in fire room=5 ft.

Screw 3 blades, screw sq. ft. area 7.8, diameter 5 ft 4 in, screw pitch 7 ft, revolutions per minute 293, I. H. P. 680, speed of piston in ft per minute 750 to 800, total weight of machinery 29 tons.

It is estimated that the maximum 680 I. H. P. will drive the vessel 15 knots per hour, and about 75 I. H. P. would be required for 8 knots speed. Estimating the coal consumption at 3 lbs. per I. H. P., then 10 tons will suffice for 135.8 knots, or a total distance of 1090 knots. With 22 tons in the bunkers, the distance steamed would be 2000 knots. The hull is to be constructed throughout of mild steel, special attention being directed to obtaining the maximum of lightness and strength, and the continuity of strength being carefully maintained.

The following summary gives the weights: Hull and fittings 57.50 tons, armament complete 21.20 tons, torpedo outfit 1.30 tons, masts, sails, etc., complete 5 tons, machinery and water 29 tons, coal at load draught 10 tons, provisions, stores, anchors, etc., 2.50 tons, crew and effects 2 tons, total 128.50 tons. The estimated cost of hull and machinery is $65,000; of the armament, torpedoes, etc., $30,000. The vessel, complete and ready for sea, $95,000 (estimated).—*Mechanical Engineer.*

NAVAL ARCHITECTURE, IN ENGLAND.

Until within comparatively few years but little attention has been paid to the study of naval architecture. Fifty years ago ninety-nine per cent of the British merchant ships were under five hundred tons, and few measured more than a hundred and thirty feet. They were comparatively uniform; and, being built after an established plan, they were perfectly seaworthy when properly ballasted. In the case of war ships the matter was more difficult; as it was necessary to get a type of ship which should be large, high out of water, and able to carry many large guns, without interfering with her sailing qualities, or rendering her top heavy.

In 1811 a school of naval architecture was started in England, and during twenty years it trained forty students. This was followed in 1848 by another at Portsmouth, and in 1864 by a third at South Kensington, which is now united with the Royal naval college at Greenwich. Some excellent designers have been graduated from these three schools.

Before the use of iron, ship building required no elaborate calculations; it was simply a highly developed mechanical art. Ships were built of great relative depths in proportion to their breadth, and initial stability was deliberately sacrificed to reduce the tonnage measurement. Usually these ships would not stand up, when fully rigged and light, without ballast; and, judging from the proportions given to them, they must also have required ballast when laden with cargoes which were not composed of heavy dead weight. What is now required of the ship builder is to predict with great accuracy the weights of complicated iron and steel structures, with all their fittings and machinery; the weight of cargo that such structures will carry at sea; the stability they will possess in different conditions of loading, and the treatment necessary to insure a safe amount of stability being preserved upon all occasions; the amount of steam power and the rate of coal consumption required to maintain given speeds at sea; and very frequently the strength that it possessed by the hull to resist the straining action of waves.

The reason that the English schools for this study have not been better attended, is that the courses are too technical in character, and the requirements too rigid, to attract any except advanced students. The idea of the newly established chair of naval architecture in the University of Glasgow is to teach in a less technical manner the new science, and to adapt the course to the requirements of the students. The policy will be first to fix what they already know, and then to go forward to a complete study. Special stress is to be laid upon long continued and arduous practical training, combined with true science. The only way in which superiority in ship building can be attained is by possessing a class of ship builders who have gone through just such a training, and who by long study and work have acquired these theoretical and practical principles.

NAUTICAL NOTES.

The new propeller to be launched at Wolf & Davidson's shipyard in Milwaukee this fall is to be named the Monument.

The schooner Golden Age, with a cargo of 2,580 tons of ore, got aground at the entrance to the harbor at Ashtabula, last week, but was finally released after several hours' work.

The steamer Annie Laurie has started on a new route. She will hereafter make a daily trip from Alexandria Bay to Kingston, leaving Clayton at 8 a. m. and arriving at 6 in the afternoon.

The tug Balize left last week with a monster tow. She took the schooners Carpenter, Uranus, and Stevenson to Sandusky for wheat and the Two Fannies, Fitzhugh, and G. J. Boyce coal laden for Lake Michigan.

A passenger on board the Canadian Pacific steamer Alberta, named Henry Tuston, of Amherstburg, jumped overboard when but a few miles north of Sault Ste. Marie, last week and was drowned. It is thought he was insane.

The report that the sunken propeller Oconto had been bought by New York parties probably grew out of the fact that she is under contract to Geo. Hall of Ogdensburg to raise. He has the privilege of raising vessel and cargo if he thinks possible, or, if not, he may blow up the vessel and secure what he can of the cargo. He has already gone to Clayton and begun operations. He gets a percentage of the property saved.

The outlook for lumber carriers is getting brighter. The demand for vessels is better now than it has been for six or eight weeks. Loads are offering more freely, but there is no sign of an advance in freights, although vessel owners would be highly elated were there the faintest prospect. If loads exceed the capacity at command, freights will take a jump. The wharves are pretty well filled with lumber, and it seems that from the present time until the close of the season there should be no drawback to keep it moving rapidly. At Chicago there has not been sufficient cargo room to meet the demands, while at Cleveland boats have not been compelled to go a begging.

Captain Grummond, of Detroit, has had considerable trouble with Canadian customs officials on account of harrassing customs regulations, and has instructed his captains to take all sorts of chances to get out of trouble once they get in it. As a consequence the Canadians have "had it in" for Grummond's tugs. The other day his tug Oswego put into Point Edward, a Canadian port on Lake Erie, and left without reporting to the local custom house. The Oswego put into Amherstburg, Ont., where the collector seized the Oswego, and left three deputies aboard. The captain submitted gracefully. While the three deputies were asleep, an order from the captain rang out to his deck hands, "Fire 'em out," and the three sleeping deputies were hustled out and dropped over the rail to the dock with the customary dull thud. The Oswego's lines were then cut and the tug escaped.

The tug T. M. Moore and lighter Niagara have arrived at Buffalo from the wreck of the propeller Scotia, which stranded in the fall of 1884 on Keweenew Point about eight miles below Copper Harbor. This expedition, with Johnson, of Detroit, as wrecking master, and Dwyer, of the same port, as diver, after five weeks' work, recovered both boilers and both engines in pretty fair shape, and also got up about 150 tons of the iron in the Scotia's hull. The heavy pieces with the boilers and scrap iron were left on dock at Copper Harbor, to be brought down later. The engines were in twenty feet of water, one almost on top of the other, and the boilers were about twenty feet from the engines. The Scotia is broken in two almost amidship, and the forward portion is in shallow water. Before beginning work, the wreckers burned down all of the woodwork above water. The property saved is owned by Thomas Maythan, M. M. Drake, and Wiener & Son, and will probably well repay them for its original cost and the expense of getting it.

At a conference of steamship owners, held at Glasgow recently, the chairman, Mr. Drake, laid the present depression in shipping to "over-eager inland speculators," who had blindly trusted managers only to lose their money. Excessive tonnage and stagnation was the result. He thought the lowest point of depression would be reached during the coming winter, but "could hold out no hope of immediate improvement." This gentleman, who is president of the Huddersfield Steamship Owners, Protective Association, added that," during the last five years, Germany, France and Italy had increased their tonnage in the ratio of 70 per cent., while British tonnage during the same period had only increased 40 per cent. He would not enter into many nice questions as to the bounty system, and the much vexed question of protection; but he did say, and that emphatically, that in competition with other countries the shipping industry of Great Britain is placed at an enormous disadvantage, that the monopoly of the carrying trade of the world once enjoyed by Britain has closed, and that if they desire to maintain the commerical and maritime supremacy, which had been our strength as well as our boast in the past, our rulers of all shades of political opinion must be impressed with the immediate and enormous importance of the subject, and urged to give it their attention."

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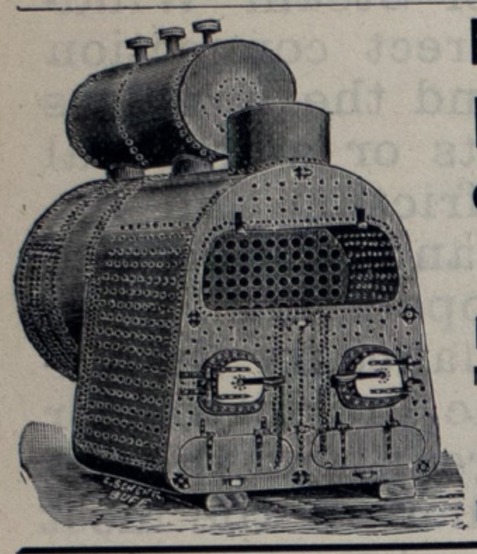

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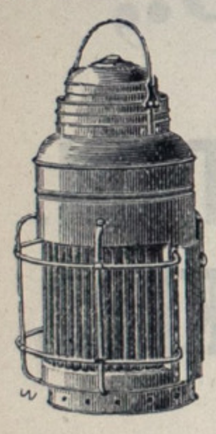

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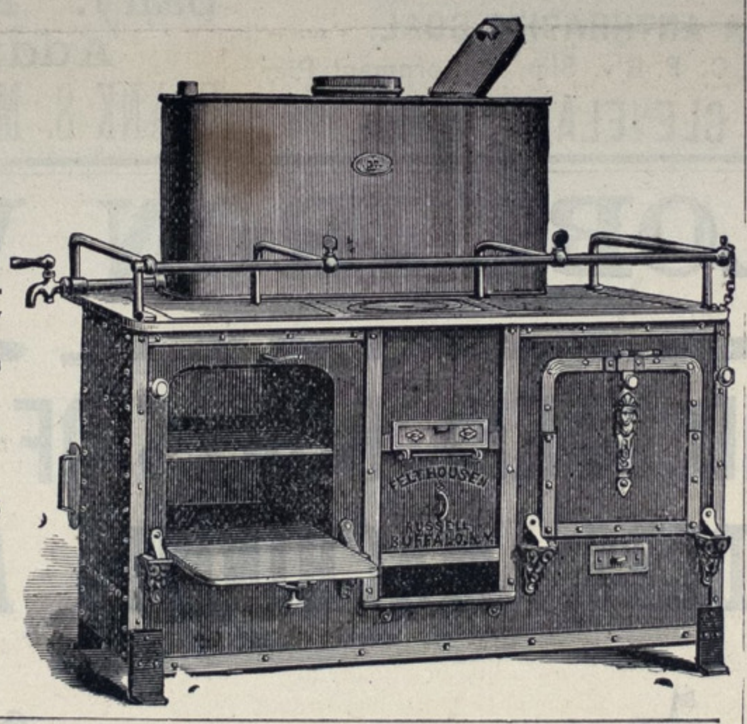

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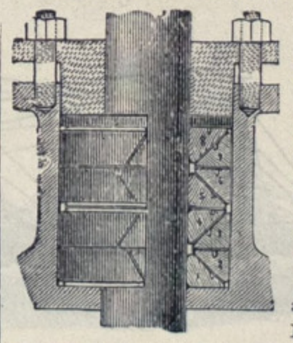

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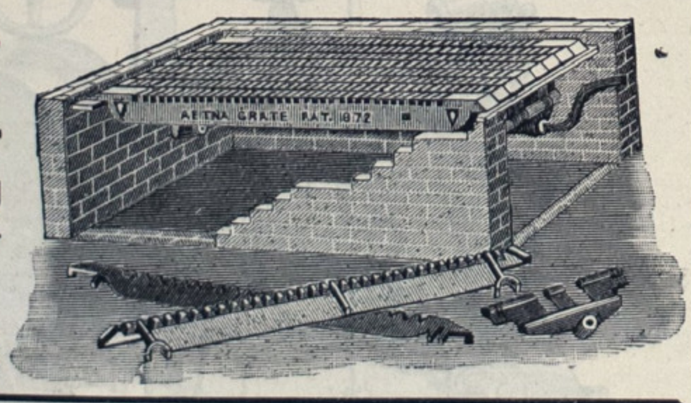

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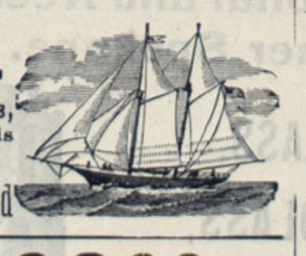

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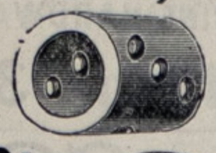

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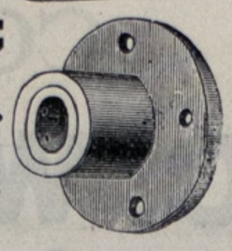

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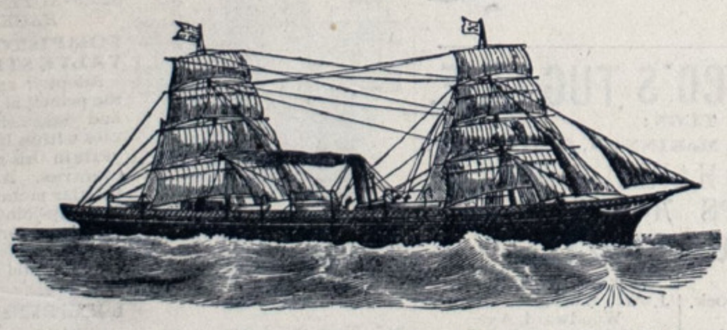

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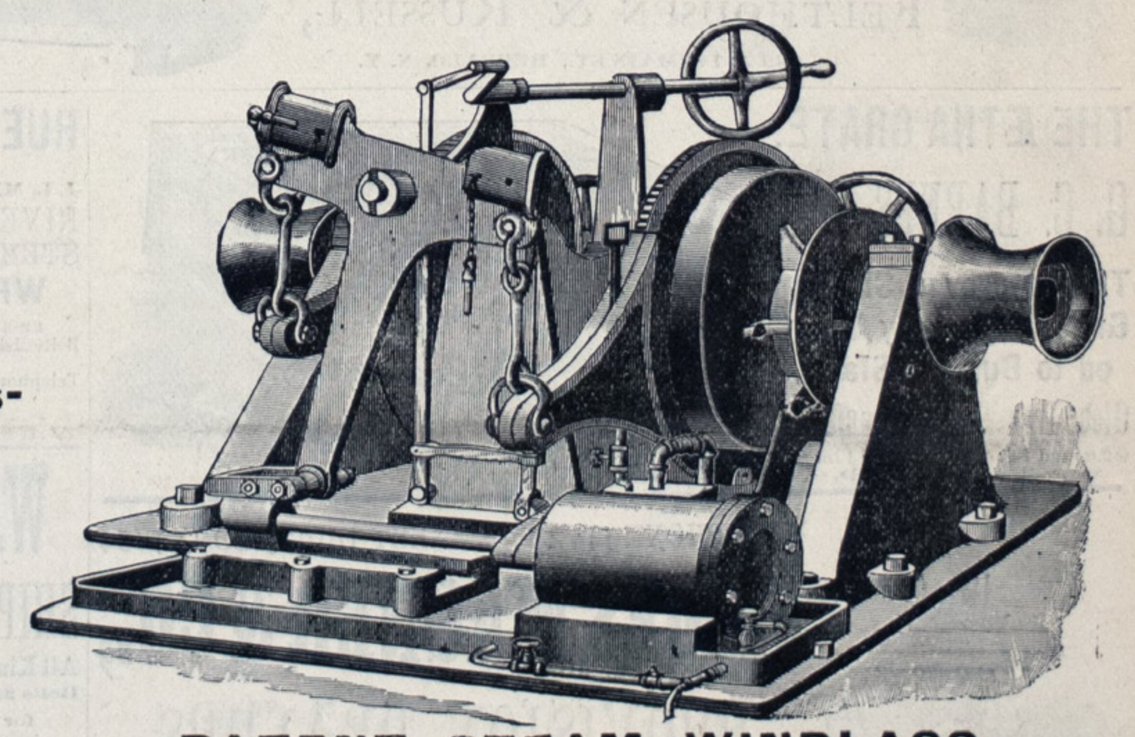

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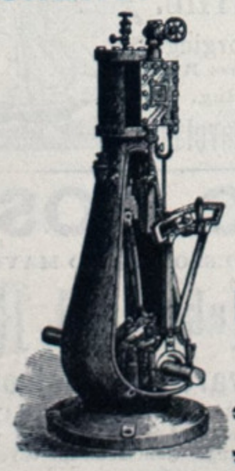

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